

Technical Note 05: HCC Response

Site: Langstone Park
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Approved by: John Russell
Date: 08/09/2022

Introduction

- 1.1 This Technical Note has been written on behalf of XLB Property in relation to the proposed commercial development on land at Langstone Park, Havant (the Site). This Technical Note has been written in relation to comments raised by Hampshire County Council (Ref: APP/22/00172) dated 15th August 2022. Each comment will be addressed in turn, the following matters are addressed:

- ▶ Swept path analysis;
- ▶ Cycle connectivity;
- ▶ Walking Cycling and Horse Riding Assessment and Review (WCHAR) – Designers response; and,
- ▶ Cycle parking.

Swept Path Analysis

- 1.2 HCC highways observe that 'Drawing 2010053-TK07 shows that the wheel base and overhang of an artic will conflict with the existing island as you head north into the site' and question whether this island is to be retained.



Swept Path Extract

- 1.3 The island is part of the Phase 1 plans and is intended to accommodate light vehicles only. This island is to be replaced with the barriers shown to the west and is not part of the final scheme. It therefore will not impede HGV access.

Cycle Connectivity

- 1.4 Various options have been considered to provide cycle connectivity between Langstone Road and Footpath 51. The primary constraint is the width of footway across the bridge as the road enters the site, which is insufficient for cycling.
- 1.5 A scheme has been developed that includes widening of the footway across the bridge to a minimum of 2.5 metres, in line with the width further east. This can be achieved while maintaining a minimum 3 metre right turn lane width. Additionally, the island at the junction with Langstone Road is to be widened to 2.5 metres to better accommodate cycles.
- 1.6 Swept path analysis is provided demonstrating that large articulated vehicles are able to negotiate the bridge and that two vans are able to negotiate the Langstone Road junction. It should be noted that larger vehicles would straddle both lanes, consistent with the existing arrangement.
- 1.7 **Appendix A** illustrates proposed changes, including signage to indicate the presence of a cycle route along this section.
- 1.8 It is suggested that these improvements could be secured via the S106 agreement.

WCHAR – Designers Response

- 1.9 A Walking, Cycling and Horse-riding Assessment and Review (WCHAR), conducted by an independent auditor was previously submitted. It made recommendations for a range of improvements/repairs along routes between the site and a range of key destinations.
- 1.10 A site visit was conducted with HCC Highways to review the recommendations. In addition to the improvements described above, the following measures were identified as justifiable and deliverable in the context of the scheme.
 - ▶ Removal of the staggered barriers located north of the A27 underpass;
 - ▶ Replacement of railing in underpass to a minimum height of 1.5 metres, in line with LTN 1/20 and National Highways requirements;
 - ▶ Installation of wayfinding signs south of the A27 underpass (illustrate at **Appendix A**);
 - ▶ Installation of wayfinding signs adjacent to the Brookside Road roundabout; and,
 - ▶ Installation of a pedestrian crossing where FP51 crosses the access road (illustrated at **Appendix A**).
- 1.11 The applicant is willing to commit to funding or carrying out all of the works described above. It is suggested that these measures be secured by way of suitably worded conditions.

Cycle Parking

- 1.12 The application is outline in nature and precise details of cycle parking have not been determined at this stage. Indeed, it is entirely possible that the final floor area will change as the scheme is built out, dictating different requirements for cycle parking. As with the Phase 1 proposals, the following principles will be followed:
 - ▶ Cycle parking will be provided in line with adopted local standards as a minimum; and,
 - ▶ Parking areas will be covered and located close to pedestrian routes and building entrances to ensure convenient access and security through overlooking.
- 1.13 It is suggested that provision of suitable cycle parking can be secured via a suitable worded condition requiring details of quantum and design to be submitted as each phase of the development comes forward.

Summary and Conclusion

- 1.14 This Technical Note has been written on behalf of XLB Property in relation to the proposed commercial development on land at Langstone Park, Havant (the Site). This Technical Note has been written in relation to comments raised by Hampshire County Council (Ref: APP/22/00172) dated 15^h August 2022.
- 1.15 This Technical Note has addressed all concerns raised by HCC and as such there can be considered no transport related reasons for refusal.

Appendix A

Cycle Link

